

BY BOUTELLE & BURR.

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BANGOR
Daily Morning and Evening.
East End Kiosk and Bridge,
BOUTELLE & BURR.

THE BANGOR WEEKLY COURIER
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No. 100 North Street.
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Having secured the services of an experienced and competent
STEAM PIPER, who has been with leading STEAM FITTING
HOUSES OF THE COUNTRY for the past twenty-three years, we are
prepared to do STEAM PIPING in all its various branches in the heat-
ing of PUBLIC BUILDINGS, PRIVATE RESIDENCES, MILLS,
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To a Carion Range,
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Also for sale by Joseph Sempie, Bangor
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First-Class FITTING CARPENTERS.

Foreign and Domestic Suitings and Over-
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DE J. S. EVANS, Over True's Drug Store.

Sing and Carrier.

Daily Established 1834--Weekly 1818

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thereby be incorporated in, amalgamated

with, and become a part of the railroad

property, rights, privileges and franchises

of this Corporation.

So that when they made their con-

nection with the Bangor & Piscataquis

Railroad, they had the right to say if

that road would sell, and if not, they

would be a part of the same system. Now

that was the first charter granted to the

Bangor & Piscataquis Railroad Company,

in 1871, that charter was granted to

men most of whom were citizens of the

State, nearly all of them interested in

the Bangor & Piscataquis Railroad

Railroad, and was a friendly measure

in 1874 the Bangor & Piscataquis

Railroad was chartered as a corporation

from Guilford at a cost of \$123,750

in 1877, from Monson Junction to Bangor

and there it stood, and there it

remained until the year 1880, when

the Bangor & Piscataquis Railroad

Company was re-incorporated as the

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that is the only feasible route. If you

follow the Bangor & Piscataquis Railroad

to this junction at Milne, then cross to the

col, there you have a route that is shorter

than the proposed one, is more direct and

has been gone over and plotted out as

more direct than any other by a survey

If they are desirous of getting straight

across this State and are in earnest, is it

not cheaper for them to do with our road

than other corporations in this State have

done when they have constructed their

lines--that is, if our road cannot be made

to conform to their Subsidy Act so they

can run their cars over it let them take

our road as far as it does and construct

the rest running around so as to hit the

Maine Central Road at its terminus--for

the privilege of running over their road

Do you suppose if these gentlemen were

here asking for a charter to run a parallel

line within the same distance of the Maine

Central that this Legislature would not

have a howl raised by that corporation?

And they are provided for. The Maine

Central has a right to run over and use for

its cars to run over and use for the

Maine Central but do they think they can

get it? I think they can get it. I think

one of the small roads because it is in

their way.

New gentlemen this is not a matter

about the Maine Central Road, it is a

matter about the Bangor & Piscataquis

Railroad. You have set out for the first

three or four days since this matter was

brought up and you have, I think, and

have seen more of it than any other

most prominent in the history of the

State. And you are in the midst of the

public spirited men in the city of Bangor

who have come to the city of Bangor

to discuss this question. I think you

will find that the city of Bangor is

that is the only feasible route. If you

follow the Bangor & Piscataquis Railroad

to this junction at Milne, then cross to the

col, there you have a route that is shorter

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